HOPEFUL THAT THE SYSTEM MAY BE USED, SO AS TO AVOID THE TEARING UP OF STREETS WHICH WOULD BE NECES

SARY IF THE UNDERGROUND TROLLEY IS INTRODUCED,

Beveral of the city officials have said lately that they were opposed to any further extension of the cable-roads in New-York, and they are inclined also to look with disapproval upon the plan of the Metropolitan Traction Company to introduce the underground trolley in Fourth, Madison, Sixth and underground trotes. They declare that the tearing up of the avenues for long distances in order to lay the underground conduits will be a serious matter. There will be danger to the health of the public There will be dated to during the months of digging, particularly if it is during the months of digging, particularly if it is necessary to change a number of the sewers, and the statement is made by the Deputy Commissioner of Public Works that changes in the sewers would be necessary in such work. tous obstruction to public traffic before the con-

duits can be constructed. Expectation of serious difficulties after the underground trolley has been introduced has essed. It is asserted that there will be danger of the wholesale corrosion of gaspines and waterpipes in the avenues in which the powerful underound currents of electricity are in daily use. The ce of other cities in which the underground trolley has been tried tends to confirm such a fear. While the general work of the underground trolley believed to be more satisfactory to the public than the work of the cable has been, the objection is raised that any system of car traction which develops all the power at a central station is always to a breakdown-a thing which blocks an entire line. A break in the cable stops all the cars A break in the underground trolley would do the same, and so would the sudden destruction of a power-house by fire. There is a serious element of danger also in the creation of an immense force at

The city officials who have been studying the uestion are more inclined to favor a system of question are more inclined to favor a system of car traction which will provide separate and independent power for each car, and they have been pleased with the demonstrations which have been made by the running of cars with compressed-air motors in the city. For several months cars run by compressed air have been making trips every day across the city in One-hundred-and-twentyfifth-st., carrying the usual number of passengers making frequent stops and moving as rapidly and as smoothly as the cable-cars in the same street in kinds of weather. One of the cars recently made a trip down the Boulevard and Broadway to Forty-second-st, to show the officials that it could run over any kind of track. The car was built with air storage capacity for a nine mile trip, with it has gone as far as seventeen miles without a recharge. The motor of the car is the Hardle motor impressed-air car, with a different motor, was run for a time on the Lenox-ave, line by the Metropolitan Traction Company before the company decided to introduce the underground trolley is ON THE ELEVATED RAILROAD.

Another test of the Hardie motor is soon to be on the elevated railroad in Sixth-ave, and Russell Sage, George J. Gould and General Manager Fransioli of the Manhattan Rafiway Company have said that the motor will have a thorough The motor was completed some weeks age t the works of the American Air Power Company at Rome, N. Y., and it has made a number of short trips on the tracks of the New-York Central and on River Railroad, dragging as many as ten loaded freight-cars. It weighs 47,000 pounds, and is intended to draw a train of five passenger-cars from Rector-st, to Fifty-eighth-st, and back again without being recharged. The motor will be put which is being constructed in Greenwich-st., near Rector-st., can be completed. It is expected to same stops for passengers made by the other rains drawn by steam locomotives, but it will do the work more smoothly, with less noise, and with is successful on the elevated road, and is not found crawn by air motors before many months pass.

MR. WILDS'S VIEW. missioner of Public Works said the other day that he was making a careful investigation of otor as a means of propelling streetcars, but he was unwilling to express any views on the investigation was completed. Howard P. Wilds, Deputy Commissioner of Public distances, for crosstown cars, for instance. however, as to their efficiency for long If the system were installed upon any several power-houses along the line. The exhausgrades over which the cars may run, and also upon the number of stops made. Unless there were the number of stops made. Unless there were power-houses built at frequent intervals, I am not certain that compressed air motors would be serviceable upon the avenue lines, because of the ex

pense of power required on the uneven grades and the frequency of stoppages.

"If compressed air is feasible I would certainly advocate it, for the reason that, unlike the underground electrical system, it will not necessitate tearing up the city thoroughfares from end to end. I would mention, too, that this tearing up of the avenues will bring to the attention of the Department some questions that will be of great interest to abutting property-owners. One of these questions will have reference to the sewers. Hitherto there has been one line of sewers along these thoroughfares, and its service has sufficed for the needs of both sides of the street. But the laying of a solid structure, like these underground trolley conduits, along the sewer line will prevent the opening of the sewers, one on each side of the street, must replace the present system. The large expense of laying these additional sewers is a matter to which serious consideration must be given."

THE CABLE UNSATISFACTORY. President John Jeroloman of the Board of Aldermoving streetcars s.ort of an overhead trolley, to get rid of cables and horses. "The cable is most get rid of cables and horses. "The cable is most unsatisfactory in this city," he said, "and at times it is dangerous to the public. The jerky motion of the cable-cars, particularly in starting, is disagreeable. We shall not be satisfied until we get a system which will enable the cars to run at any desired speed around curves and backward as well as forward on the same track. Perhaps we shall have to be satisfied with the underground trolley, although it is a pity to have the streets torn up for the conduits. The compressed air motor seems to be the ideal motor for short trips, and the cars can run on any kind of track. We ought to have compressed air motor-cars on the crosstown lines instead of horsecars. I rode on such a car from One-hundred-and-twenty-third-st down to Forty-secondst, and part way back again recently, and the car ran smoothly. The motor would be the ideal motor if it had power enough to run a car from the Harlem River to the City Hall and back again without recharging. For such long trips, however, the motor would have to be recharged once, and perhaps, twice, during each trip, and that would mean delay." Corporation Counsel Scott said he did not process to have much technical information on the subject, but he was inclined to believe that the compressed air motor for the moving of streetcars would be popular when there was a fair trial of it. "It has several decided advantages over the cable and the underground trolley," he said. "It can be put into operation on the horsecar lines without changing the tracks and digaling up the streets. Each car has its own motive power, and therefore you can have as many cars on a line as the passenger service requires without danger or trouble. If one car runs out of power it can be switched out of the way or pushed by the next car, and the whole line is not blocked as when a cable breaks or a trol-ley current gives out. If the system is not too expensive it would seem to be at ideal one."

POSSIBILITIES OF COMPRESSED AIR.

Henry D. Cooke, the general manager of the American Air Power Company, said: "The cost of running cars by compressed air is less than that of the underground trolley, the cable or horsepower. We have received daily records of the amount of air used in the running of cars in Onehundred-and-twenty-fifth-st., and we have been able to figure the cost. The car which has been used to make trips across the city was built to run nine miles without recharging, but it has been run seventeen miles, and it frequently has made eight trips across the city, with frequent stops for passengers, with one charge of compressed air. It would be easy to build cars that could run over twenty miles with a single charge, and we are figuring on building cars to run forty miles in California. The motor which will run on the elevated load in Sixth-ave, will draw the ordinary train of passenger cars from Rector-st, to Fifty-eighth-st, and back again, stopping at all stations, with one charge. By placing storage tanks for compressed air under the cars the train could be run fifty miles. In the charge, used to make trips across the city was built to

charge. By placing storage tanks for compressed air under the cars the train could be run fifty miles with one charge.

In the motor which will draw the elevated train the air is compressed at a pressure of 2,000 pounds to the square inch in thirty-six sicel tubes. From the causer inch in thirty-six sicel tubes. From the reservoirs the air goes through a reheater filled with water which is kept at a temperature of 350 degrees, and enters the working cylinders of the

APENTA"

The Best Natural Aperient Water. Relieves the kidneys, unloads the liver, and opens the

motor at a reduced and constant pressure of 150 pounds. The arrangement is such that as the air is exhausted and the pressure in the storage tubes falls, there is no change of pressure in the working cylinders.

GAME BIRDS AT THE GARDEN.

ANOTHER CHESS WRINKLE.

THE TENTH GAME BETWEEN PHILSBURY AND SHOWALTER, IN BROOK YN, A HOT CONTEST.

The tenth game of the chess match between Pillsoury and Showalter was played at the Hamilton Club, Brooklyn, last night, the interest in the fight between the two experts being heightened with

It was the general opinion that the Kentuckian would adhere to his favori'e Ruy Lopez attack, cluding his own continuation of 6 B-R 4, which proved so effective in the sixth and eighth games of walter, with 3 P-B 3, initiated a Ponziani, which upon Pillsbury's fourth turn became doubly interesting by reason of its novel continuation for Black -4...B-Q2, which sacrificed a pawn upon some what similar ideas to those of the well-known variation of the Two Knights, Defence.

The whole of this entirely original variation of the

	TENTH GAY	ME-PONZIAN	I,
WHITE. Showalter. 1 P - K 4 2 Kt - K B 3 3 P - B 3 4 Q - R 4 5 P x P 6 Q - Q The player	P-Q4 R-Q2 Kt-Q5 Kt x Kt ch	WHITE. Showaiter. 7 Q x Kt 8 B B 4 9 Q K 2 10 P Q 4 11 B R Kt 3 12 P K R 3 following sign	

The players sent the touries and scale account of their game to The Tribune:

The plan of freeing Black's game with 4....B-Q 2 involving as it does the sacrifice of his Queen's pawn, is an entirely novel continuation for the defence to the Ponziani and, as in a variation of the Two Knights' Defence, permits Black at once to take the attack with perhaps not so large a share of the board at his disposal as in the latter opening.

In the game to-night, Black, having played at 10...P-K R a and at 11...Castles, set up a mark for White's Q B, and thereafter White's game at that point. To this end White castled Q R, having an open K Kt file in which he doubled rooks upon Black's recapture of his jost pawn at his twentieth turn. In consequence of Black's advance of his Queen's side pawns, White regained the attack and pressed it against Black's King's side. The game soon became exciting and after forty moves was adjourned, standing somewhat in Showalter's favor.

H. N. PILLSBURY.

JACKSON W. SHOWALTER.

RELIEVING THE DESTITUTE.

WORK OF THE DISTRICT COMMITTEES OF THE CHARITY ORGANIZATION SOCIETY.

Society dealt with 1,079 families in the month of February, of whom 375 were new applicants and were carried forward from previous months Relief was obtained from private sources for 140 families, and from co-operating societies and churches for 257 families. Transportation was secured for 4, work which is expected to be perma nent for 32, and in 87 instances temporary work was found, chiefly in private families.

Besides these, 1,771 tickets, each entitling th bearer to one day's work in the woodyard, where presented in the month, and 507 similar tickets vere used at the Work Rooms for Unskilled Women. At the laundry 367 days' work was given to 37 women. The women who are employed in the laundry and the men at the woodyard who have families in the city are paid in cash. Home less men work in return for meals and lodgings, and women at the Workrooms for Unskilled Women are paid in groceries and clothing. The workrooms, although less known to the

public than the woodyard, because of the large sale of wood from the latter, are an equally important part of the society's activity. They are in Prospect Place, near Forty-second-st. and Firstave., and their purpose is to help untrained dependent women, especially widows or deserted women with children, to acquire such skill as shall them self-supporting, and thus to remov-They have been in operation for three years, and since their establishment they have been the model for the organization of a number of similar enter-

prises, including two in this city.

The district work of the society, which is the securing of the proper adjustment of relief for destitution. The society believes it practicable to substitute self-dependence, thrift and decency for shiftlessness and alms-seeking. It cannot be don ual instances. Success with ten families is worth infinitely more than to feed 10,000 for a fortnight, leaving them in the end where they were. The former requires more work and a greater expendi-

ture, and is a better investment.

In the foregoing statistics no account is taken of the hundreds who apply every month at the offices of the society, but who appear on their own state-

the hundreds who apply every month at the offices of the society, but who appear on their own statement not to be in need of the services of the society, or not to be "helpable" by any of the agencies at its disposal.

In the month of February 1.037 cases were investigated, as against 763 in the corresponding month of 1895, but no case is investigated unless there is reason to suppose from the applicant's statement that aid of some kind can be given. The recent statement in the German edition of one of the daily newspapers that investigation by the society cost \$19 each is an exaggeration by something more than 1.000 per cent. It is impossible to compute the actual cost of an investigation, but it is considerably less than \$1, as would be apparent to any one who would compare the number of investigations made annually with the cost of the investigation department. It has also been stated that the number of inquiries conducted in 1896 was only half as great as in 1895, while the expense remained the same. Since the latest report of the society is for the year ending July 1, 1895, and no statistics have been furnished or even compiled for the last six months of the year, it is difficult to understand where this interesting piece of news was obtained.

Friends of the society may rest assured that its work is constantly extending and becoming of increased importance to the city. As a slight indication of the public confidence in its investigations, it may be said that two appeals were made in the month of February for special cases, each requiring larger amounts than can properly be given by a relief society. Three hundred and nine dollars was received from the first appeal and \$279 from the second. In both instances the society obtained within forty-eight hours all that was required, and was able to turn over to a third family the sum of \$100 received in addition to the above amounts, thus obviating the necessity of a third appeal.

PUDDLERS RETURNING TO WORK.

Reading, Penn., March 12.-The puddlers of the E. & G. Brooke Iron Company, at Birdsboro, wil go to work next Monday at \$2.5 a ton. The help ers will get 221/2 cents a heat. On November 14, 1896 the price of puddling was reduced by the company from \$75 to \$25. The puddlers refused to accept the latter rate, and have been idle ever since. On Thursday night they held a meeting and deeded to resume. About one hundred and fifty men will so

WHEAT IN THE NORTHWEST.

Duluth, Minn., March 12.-Duluth millers have made a careful estimate of the wheat in the territory tributary to Minneapolis and Duluth. It is fory (ributary to Minneapons and Doluth. It is found there are 25,000,000 bushels in store, and the amount that may be depended upon from the farm-ers on the present crop is estimated at 12,000,000 bushels. It is estimated that 43,000,000 bushels will be required by Duluth, Minneapolis and interfor mills between now and September I, when the new wheat will arrive, leaving only 4,000,000 bushels for export and Eastern mills.

OBIO COAL OPERATORS COMBINING.

Chicago, March 12.-A dispatch to "The Tribune" from Columbus, Ohio, says: "An effort is being made by the coal operators of the State to organize a central coal company which is to handle the en tire coal output of the Ohio mines. The scheme is to have all the operators secure their coal direct to the Central Company, which in turn will control the entire trade in the State. At a recent meeting of the Onio Coal Association representatives were of the Ohio Coal Association representatives were present from the Hocking Coa; Company, which embraces all the mines in the Hocking Valley district the Ohio Central Fuel Company, embracing all mines along the Columbus, Sandusky and Hocking and the Toledo and Ohio Central Raliroad; the M. A. Hanna Company, which controls the Wheeling and Lake Erie district, and the Jackson and Massillon mines. According to the project, if any of the operators wish to put their coal on the market they will be compelled by the agreement to purchase it from the Centra, Company.

A NOVEL FEATURE OF THE SPORTSMAN'S |

SHOW.

ARRANGEMENTS ALL PERFECTED FOR THE OPEN ING OF THE EXHIBITION TO NIGHT

Everything is in readiness for the opening of the Sportsman's Exhibition at Madison Square Garden which takes place to-night. The management has been active in getting together exhibits of a sor will not only interest the follower of field, track and indoor sports, but the general public as This is an age of sports, and there are few healthy people who are not interested in some sort of recreation or sport. Albert Chassaud and the rest of the committee who have been in charge of the preliminary arrangements have worked hard to make the exhibition a success and from present indications they will succeed beyond their fondest anticipations.

revolver contests are anxious to win is The Tribme prize. To the revolver expert who makes the highest twelve-shot score on the bull's-eye target The Tribune offers a handsome trophy emblematic

A novel feature in the show will be an exhibit of ive wild game birds. To sportsmen who have shot or sportsmen who hope to shoot them, and pre-sumably to the general public, these birds will be iteresting. Every specimen shown is a perfect one The plumage of every species is beautiful, and their these birds will come from "Haddington," the farm

of Timothy Treadwell, of East Williston, Long Island, who is an enthusiast in his organized effort to retain and breed wild game birds. His collection has no rival on this continent. Besides partridges and quail, and members of the grouse family, there Canada geese, two Hutchings geese, two blue geese. two laughing geese and ten Egyptian geese. There will be a flock of twenty-two black brant, two wild black ducks, two white call ducks, four wild mallards and five black Cayuga ducks, whose name is derived from their habitat, Lake Cayuga, in the

This exhibit of wild water fowl includes rare and expensive birds, and some of them are probably not duplicated anywhere in captivity. Many of them are well known to the sportsman, and he therefore of all others, best knows that it is with the greatest ilty and no little expense that they are procured alive and domesticated. It is not the easies thing in the world to get a wild duck with a gun, as many city sportsmen have learned by hard ex-perience in the bays and marshes of the Atlantic oast. Much more difficult is it to trap or net them without choking them, breaking their legs or wings, or frightening them so badly that collapse and

Empire State.

Mr. Treadwell was at the Garden yesterday looking after the arrangements for his large and interesting feathered family. Wild as is their nature, e of them have been so responsive to his kind e of them have been so responsive to see as a so softer father that they will come at his, feed from his hand and manifest as much ction as it is possible for a tame bird to disc. Mr. Treadwell has succeeded in making some letter of these birds, such as the Canada goose the mallard and Cayuga ducks, feel so much thome at "Haddington" that they breed in cap-

little black brant, of which the largest flock

tivity.

A little black brant, of which the largest flock will be shown, has been seen to fly to the northward in the bighest points which man, until lately, has reached, and from this fact Mr. Treadwell thinks the inference might be deduced that there is a great open country, and certainly open water somewhere up toward the Pole. It is not recorded by the ornithologists that man has yet discovered their northernmost resting-place.

The snow goose comes from Alaska, but it is also seen in the South. It breeds far to the north, but not so far as the brant. The blue goose, or white-headed brant, is found principally in the Western States, as is the white-fronted or speckled berry brant. Although this last mentioned species will not be found on the catalogue, it will be represented in the exhibition. The Hutchings goose, popularly called the bantam wild goose of America, is a most interesting exhibit, from the fact that it represents a genus now almost extinet.

Among this wild ducks, none will be found more interesting than the call duck, which are used by ex-President Cleveland and others of the duck-hunting craft for decoys, and with good success. They are active little fellows, and when well trained are great hustlers in drumming up business for the concealed hunter.

Although there will be nothing remotely akin to

trained are great hustlers in drumming up business for the concealed hunter.

Although there will be nothing remotely akin to the "Streets of Cairo" in the sportsmen's show, the land of the Ptolomies, the Pyramids and sphynxes will be brought to mind by the Egyptian geese. They are among the most beautiful of all water fowl. Each goose is marked with a bright red spot on the breast, and the entire plumage is beautiful. The only objection Mr. Treadwell raised to the arrangements made and provided for his feathered flock was that he was afraid the wild water fowls' observation of the artificial water-course provided for his feathered flock was that he was afraid the wild water fowls' observation of the artificial water-course provided for the fly-casting tournament would tantalize them into vain efforts to burst their bars and take a daily swim.

BOXING PERMIT DENIED TO YALE.

New-Haven, March 12.-Police Superintendent Treadwell Smith this afternoon absolutely declined o give a boxing permit to the Yale Track Athletic to give a boxing permit to the late late Association for the games at the 2d Regiment Armory to-morrow. He said that if the boxing was to be limited to Yale men he would grant a permit. Whether the Yale Association will give up the boxing or not is not decided. It is expected that the management will make an attempt to secure the

THE IRON HALL RECEIVERSHIP.

Chicago, March 12.-A "Chronicle" dispatch from Hall receivership cannot be closed because of littgation in several States, which may add \$50,000 to There are also for closure sults in Illinois, Georgia and New-York on mortgages assigned to the re-ceiver, besides funds which may be received from Michigan, and, in addition, there is a promise tha the affairs of Somerby's Bank, at Philadelphia, will be closed in April.
"At the present there is \$18,000 in the hands of the

receiver here, but there are several suits pending against the Iron Hall, one of them calling for payments of \$9,000 delinquent taxes. So far the Indi ments of \$9,000 delinquent takes. So lat the holand apolis attorneys drawing pay for services out of the fund include Hawkins & Smith, \$20,000; Addison C. Harris, \$23,00, and D. W. Howe \$4,000. There have also been lesser allowances, besides one of \$30,000 to Receiver; tiley on account of his management of the trust. The \$18,000 on hand is subject to the order of the Court."

TELEGRAPHIC NOTES.

Hoston, March 12.-Fred Deely, another victim of the recent explosion at Tremout and Boylston sts., died early this morning, making the tenth fatality. Indianapolis, March 12.—The plant of the Jenney Slectric Company was destroyed by fire at an early nour this morning. Loss, \$190,000; insurance, \$25,000.

Chicago, March 12.—Special meetings of the strik-ing hod-carriers and plaster is were held at the Chicago, March 12—State and plaster as were held at the Building Trades Council rooms last night, and both unlons, in response to a preposition made by the employing association to restore to the men their old wages, voted to call the strike off.

Jamestown, N. D., March 12 - A Northern Pacific passenger train was in collision with a rotary plough five miles west of Lamoure last night. Roadmaster Fitzerahi was killed and three other were more or less injured.

Salt Lake City, Utaa, Marca 12.—The soldiers sent from Fort Duchesse to expel the "Sooners" from Functionage reservation met with some opposition, and found it necessary to place under arrest twenty persons who refused to vacate, and who will be taken to the fort to be dealt with. All landmarks creeted by the settlers were obliterated. Pittsburg, March 12.—Jordan Fritzius, owner of the Sixth Street Hotel, Eraddock, says he is one of a number of heirs to a fortune of \$50,000,000 in cash now lying in several banks in Pridadelphia, and to property located in various portions of that city, comprising in all about 250 acres, worth millions more.

Cincinnati, Ohio, March 12.—A "Post" special from Frankfort, Ky., says: "Alenzo Walling will not hang on March 29. Governor Bradley has either granted a reprieve or commuted his sentence. This comes from a reliable authority. The Governor declined to interfere in Jackson's case, He will be hanged March 29."

Indianapolis, March 12.—Hugh Campbell, secretary and treasurer of the Heebive Savings and Loan Association of this city, voluntarily went before the Grand Jury yesterday and confessed that he had embezzled \$2 or \$4 weekly for several years from the association, giving the shareholders proper credit, but changing the amounts on his books. The Grand Jury indicted him for embezzlement. He at once entered a plea of guilty, and was sentenced to two years' imprisonment.

IN THE CYCLING WORLD.

MANY STREETS TO BE ASPHALTED AND STRIPS LAID IN OTHERS.

A COMMITTEE OF THE ASSOCIATED CYCLING CLUBS CALLS ON THE COMMISSIONERS AND LEARNS OF THE EXTENSIVE

The newly organized Associated Cycling Clubs of New-York has started out in fine style. While has accomplished many reforms, and it looks as cyclists. A meeting of the association was held at the Knickerbocker Athletic Club house on Monday night, and plans laid out for an active campaign for good roads and other reforms. War will be made against red-front lenses on bicycle lamps, loud and noisy gongs and scorching.

On Wednesday the Committee on Streets of the ssociation called upon Commissioners McMillan, Haffen and Collis, to ascertain what progress had been made on the good roads work in hand and to obtain, if possible, further concessions in the line of asphalted streets. Where this was not possible was suggested that wide asphalt strips be laid in the streets most frequented by wheelmen. The committee was composed of Charles C. Simms, jr., Dr. H. K. Dotty and C. W. Nason.

Some of the improvements the committee will re-

port to the association at its next meeting are as follows:
Feather Bed Lane—To be macadamized from Fordham Road through to Jecome-ave, work to be begun within one month.

Westchester-ave, and One-hundred-and-thirty-eighth-st.—Side strips of asphalt to be laid immediately on the former and through a part of the latter, work to be begun before April 1. The connection between One-hundred-and-thirty-eighth-st, and Madison-ave, bridge cannot be looked after antil the complication between the Commissioners and the contractors for the new approach to the bridge has been adjusted. This, it is hoped, will be early this spring.

Pelnam-ave, to Travers Island—A smail plece, 225 feet long, extending to the city line, to be macadamized at once. The remainder of this road, beyond the city line, is in the hands of Commissioner Mc-Millan, and will be finished before June.

One-hundred-and-sixty-first-st.—The committee recommended that side strips be run on both sides of it from Moit-ave, to Washington-ave, the recommendation to go before the Board of Estimate and Apportionment.

Tremont-ave—From Third-ave, to West Farms, work to be begun to macadamized from Kingsbridge Road to the Bronx immediately, and to be fluished early in the summer.

Pelham-ave—To be macadamized from Kingsbridge Road to the Bronx immediately.

Burnside-ave.—Contract let for macadamizing west from Jerome-ave, to where the aqueduct stops it; work of tunnelling the latter to be begun within six weeks.

Main-st., south of West Farms—An endeavor was

stops it; work of tunnering the latter within six weeks.

Main-st, south of West Farms-An endeavor was made to have this street redressed with cracked stone, but as the new sewer will tear it up within a few weeks, nothing will be done there this sum-

mer, one-hundred-and-thirty-sixth-st., from Willis-ave, to Brown Place—It is hoped that asphalt will be laid; this is now before the Board of Aldermen. One-hundred-and-sixty-fourth-st., from Shermanave, to Railroad-ave.—An endeavor was made to have this macadamized, as it is in had condition, but as a sewer through the street is under contemplation, nothing can be done now.

One-hundred-and-sixty-fifth-st., from railroad to Telrid-ave.—This is being filled in and graded, and nothing can be done about macadamizing or paving it until the present contract is finished.

Alexander-ave.—To be asphalted early this summer.

mer.
Pelham Road to Travers Island—This is now
under contract for \$5,000, and will be done by
June I. A new boulevard from Broux Park to Pelham Bay is to be immediately completed. This will
be sixty feet wide and two and a half miles long.
It is to be thoroughly macadamized and finished by

Central Bridge—The sprinkling there, about which there has been so much complaint, will in the future be carefully looked after. No more water than is ab-solutely necessary will be used, and this sprinkled

solutely necessary will be used, and this sprinkled Washington Bridge—The surface, where it is cracked over the abutments, to be cut out and reasphalted immediately.

Madison Avenue Bridge—The bridge proper is to be kept in order by the Metropolitan Traction Company, whose engineer will be seen. In addition to this, Commissioner McMillan will have both sides of both approaches laid with strips between the car tracks and sidewalks without delay.

The Circle, Eighth-ave, and Fifty-ninth-st.—The contract for this area was let last fall. As soon as frost is out of the ground work will be begun.

Fort Lee Ferry—Connections to be made from St. Nicholas-ave, through Gae-hundred-and-twenty-sixth-st, and thence to the ferry direct by means of asphalt and strips.

One-hundred-and-fourth-st.—To be asphalted from First to Fifth-ave.

First to Fifth-ave.
Fifth-ave.—To be asphalted from One-hundred-and-thirty-fifth-st, to One-hundred-and-thirty-sev-

and-thirty-fifth-st, to One-numerous enth-st.
One-hundred-and-tenth-st., from Manhattan to Amsterdam-ave.—To be either asphalted or stripped, making a direct connection between Fifth-ave, and the Boulevard.
Thirty-fourth st. ferry, East—To be laid with strips from First-ave.
Twenty-third-st. ferry, East—To be connected with First-ave, by strips by best possible route.
Ninety-ninth-st. ferry—Strips are to be laid from First-ave, east
Ninety-second-st. ferry—Strips to be laid from Circles east

Ninety-second-St. 1817;
First-ave. east.
Twenty-third-st. ferry, West-Slips to be occupied at an early date by the Pennsylvania Railroad at Company, and direct connection to be made with asphait by the best possible route.
Desbrosses-st. ferry-To have side strips laid to it from the strips in Hudson-st.
Forty-second-st. ferry-To have strips laid connecting it with one of the present asphalt strips just above or below.
Burnside-ave. and the Aqueduct-The aqueduct to

above or below.

Burnside-ave, and the Aqueduct—The aqueduct to be tunnelled as soon as a similar tunnel now in process of construction has been finished in Jerome Park. This, when done, will make a continuous road of Burnside-ave.

A new map is now in the hands of the lithographers and will be completed within a few days. It will show all of the asphalted streets in the city finished up to and including 1897.

CHARLEY MURPHY LOWERS HIS RECORD. HE RIDES A QUARTER AT THE BROOKLYN CYCLE SHOW IN 152-5 SECONDS THE AISLES OF THE ARMORY CROWDED.

The attendance at the Brooklyn Cycle Show a the old 13th Regiment Armory continues to in-crease, each day. Last night the aisles were so thronged with people that it was almost impossible for visitors to move about. The home trainer, which has been placed on a platform where it is in plain view of everybody, was kept continually buzzing by the racing men. The first race was between C. S. Henshaw, of the Kings County Wheelmen, and Joe Caccavajo, of the Hobo Wheel men, for a mile. Henshaw won easily in 1:45. Teddy Goodman, of the Riverside Wheelmen, then gave a mile exhibition, in 1:324-5. Next Charley Murphy, of the Kings County Wheelmen, went egainst the record of twenty seconds for a quarter established by him on Thursday night, and beat it going in 152-5 seconds. Teddy Hale, the long-dis tance champion of the world, tried to break the five-mile record. "Sammy" Brock later rode a mile exhibition, and ended the performance.

The lamp manufacturer who has been distributing toy balloons as souvenirs appears to have let go of the string of about half of them and allowed them to soar in the air. The ceiling of the armory is simply covered with balloons. The heat in the room breaks one of them every now and then, a

loud report following. A tandem that attracts a good deal of attention is one that was built for coasting. In going down the nill the rider can stop pedalling and keep his feet on the pedals, and the wheel will go ar freely. This is made possible by the rear sprocket being released from the hub, and the rear wheel coes around of its own accord. The first motion of the rider to tack pedal puts a check upon the chain, which tightens up a break upon the tire, stopping the wheel almost instantly. Another tanlem is built with the rear seat four inches above the forward saddle, so that the rider on the rear have a clear view of the road shead. The whee have a clear view of the road ahead. The wheel base is fifty-three inches, only ten inches more than an ordinary hieyele. Still another tandem can be changed from a double diamond frame into a double loop frame, or combination frame, or it can be converted into a single wheel. It is the only landem of its kind in the show. A bicycle with positive adjustment of the bearings and half-inchealls is said to obvinte much of the trouble experienced in adjusting other bearings. The crank axis can be screwed up as tightly as possible without tightening in the bearings. A non-sulitable wood rim, filled with nails, is made of half a dozen different kinds of wood, each running in a different ferent kinds of wood, each running in a different direction. The lightest lamp in the show is one made of aluminum, and weighing only six ounces filled with oil.

filled with oil.

To-night will see the last of the show. A long list of racing men have been engaged to give exhibitions on the home trainer, and many new features will be seen.

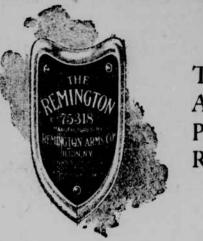
THE ROAD RECORD PRIZE. Terre Haute, Ind., March 12.—The annual table of

records issued by Chairman Kreitenstein of the Road Record Committee of the Century Road Club shows that E. N. Roth, of Chicago, has had disalfor 34.38 miles. A. A. Gracey, of Philadelphia, secures the prize with 22.88 miles.

NOTES FOR CYCLISTS.

A Danish cycling paper was received in this city yesterday, and it fell into the hands of some of the local experts. It is called "The Cyclen." One of the local experts. It is called "The Cyclen. One of the first words encountered was the following: "Verdensemesterskabsleebsekstranumrene." These thirty-six letters are said to mean: "The extra copies of the world's championship edition," and the string is said to be pronounced like this: "Vare-dans-mestre-search-locbs-extra-nom-renee." Possibly some people

Bicpcles. PANANANAN ANDERKANANANANAN



THE SHIELD OF A GREAT NAME PROTECTS THE RIDERS OF

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UPTOWN BRANCH, 59th STREET AND GRAND CIRCLE. BROOKLYN BRANCH, 533 FULTON STREET. BOSTON BRANCH, 162-168 COLUMBUS AVENUE. SAN FRANCISCO BRANCH, 425-427 MARKET STREET.

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"Kimball" Bicycle.

Made in New York and for sale at factory, 307-309 West Broadway; also by E. A. Beckwith, 300 Broadway;

H. S. Cates, 1699 Broadway; Scharles Bros., 30 West 23d St.; Frank T. Duttson, 556 Western Boulevard; John Wood, 310 Lenox Ave.;

Phillips Mnfg. Co., 307-309 W. B'dway N. Y.

The Duquesne Manufacturing Company is making an attractive display at No. 226 Fulton-st. They have a choice line of sundries at low prices, the re-sult of careful buying. The Duquesne special blcycle model for 1897 has attracted much attention.

prepared a printed list of the consuls, hotels and official repair shops in the State, and it will be distributed to the members. The list will be added to as occasion requires.

The New-York Division of the L. A. W. has

men this season. The leader will be obliged to make up a route impromptu.

F. Lincoln Davis-Apply to R. G. Betts, "The

Cyclists desiring to join the League of A Wheelmen may obtain full printed informa membership blanks by sending names and addresses to the Cycling Editor, Tribune.

YALE STUDENTS SORRY.

MEMBERS OF THE "CORBETT CLUB" SIGN A PUB-LIC APOLOGY. New-Haven, Conn., March 12.-"The Yale News"

to-day printed the following:

Appreciating that a wrong may have been done to Yale University by the outcome of our act in sending a Yale flag to James J. Corbett, we make the following statement: We had no authority to commit the college, or any member of the college other than ourselves, nor did we intend to do so. No one of us had considered for a moment the inference which it now appears has been drawn from the misconstruction of the letter. Regretting especially that we have thus unwittingly cast any slur on the university, and with the assurance that we will do all in our power to undo what harm we may have done. to-day printed the following:

nay have done,
PAYNE WHITNEY,
GOUVERNET R MORRIS,
J. WADSWORTH, JR.,
HRUFE CLARK,
J. G. MILAUCHLIN,
FIRSYTH WICKES,
FRED KERNOCHAN.

The faculty has agreed to administer no other unishment to the offenders. President Cooper, of the Yale Young Men's Christian Association, has compelled Forsyth Wickes, one of the members of the "Corbett Club," to resign his Bible class.

WON BY THE BRITANNIA. Cannes, March 12-A large number of pleasure

seekers took advantage of the beautiful weather to witness the races of the International Regatta, which were sailed here to-day. The principal con-test was the race for a purse of 1,000 francs given by A. Barclay Walker, the owner of the Alisa. The race was sailed in a light northeasterly breeze, three times over an eight-mile triangular course, and was won by the Prince of Wales's Britannia, which heat the Alisa five minutes.

PREPARING FOR THE YACHTING SEASON The steam yacht Wabeno, Atlantic Yacht Club, Frederick Gerken, has been hauled out at the works of the Gas Engine and Power Company and C. L. Seabury & Co., Morris Heights on the Harlem, to have a new stern added, a figurehead and new Scabury boiler, and will go into commis-sion as soon as this work is completed, about

The steam yacht Kanawha, New-York Yacht Club, John P. Duncan, has arrived at the works of the Gas Engine and Power Company and C. L. Seabury & Co., Morris Heights, from New-London, She is now hauled out on the ways for alterations, etc., and will go into commission early in the sea-son. Captain William A. Miller is in charge.

Captain A. C. Fickett, formerly of the steam yacht Empress, has been appointed master of E. C. Benedict's yacht Oneida.

MILTON YOUNG SUED FOR \$125,000. Lexington, Ky., March 12 (Special).-Suit to foreclose a mortgage for \$125,000 on the McGrathlana Stable was filed here to-day by Edward Courage, of London, against Milton Young. It seems that Young had paid back the larger part of the money, but for the last three years has been selling his thoroughbred yearlings privately, and Courage has charged him 5 per cent commission, according to an agreement in their contract, by which Tattersalls. Mr. Courage's firm, was to have the sale of the McGrathiana's produce each season.

RECEIVER FOR A STREET RAILWAY. Dallas, Tex., March 12.—Judge Smith to-day granted a petition for a receiver for the Dallas City Street Railway Company, applied for by the Mer cantile Trust Company, of Baltimore, Md., which holds \$25,000 worth of the company's bonds, on which default of interest had been made. The road has twenty-seven miles of electric tracks and

A WORD TO THE WISE IS SUFFICIENT.

At the recent cycle shows, the would-be imitators of the fork and corrugated hub which have

famous, by actual count num-

bered forty; copying as closely as the makers dared, one or both these features. A fact like this only increases the prestige of the Sterling.

Send for Catalogue. Schoverling, Daly & Gales, 302 Broadway,

NEW YORK. -

後BICYCLES TRICYCLES ® AROUND THE WORLD IN 80 DAYS & ON A YELLOW FELLOW would not be an impos- 0

sible feat if they conhave in the last four years, but that is hardly possible. They are nearly perfectry them for yourself. THE TINKHAM CYCLE CO., 306-310 West 59th St. E. C. STEARNS & CO.,

Maker. Syracuse, N. T.

PREPAIRING RENTING

The Winton Combination Tandem can be changed to Double Diamond by a detachable bar-See !- If not please call.

Winton Bicycle Co. 123 Chambers Street, N. Y. 9 Grand Circle near Eth St. N. Y. 1138 bedford Avenue, Brooklyn. Factory, Cleveland, Ohio.

BICYCLE CLEARANCE

SALE Of our entire stock of second hand and shop-worn bicycles. Among the lot are a few '95 and '96 Spaldings, taken in trade, refinished and made nearly as good as new; also Creden-das, Columbias, Hartfords, Crescents, Eries, Gendrons, Victors, Warwicks, Lab-

A. G. Spalding & Bros. | Spalding-Bidwell Co.

15.00

20,00

25.00

30.00

35.00

40.00

50.00



FATHER SCHWENNIGER CRITICALLY ILL.

Baltimore, March 12—The Rev. Anthony P. Schwenniger, of New-York, rector of the Church of the Assumption of the Biessed Virgin Mary in that city, is at the Convent of the Sisters of Notre Dame, Aisquith-st., near Ashland-ave., this city, suffering